

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING

October 19, 2016  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Mayor John Giles, Mesa, Chair	Mayor Georgia Lord, Goodyear
Mayor Kenneth Weise, Avondale, Vice Chair	# Mayor Mark Mitchell, Tempe
# Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee	Mayor Lana Mook, El Mirage
Mr. Dave Berry, Swift Transportation	* Mr. Garrett Newland, Macerich
Vice Mayor Bridget Binsbacher, Peoria	* Mayor Tom Rankin, Florence
Mayor Jenn Daniels, Gilbert	Mr. Mark Reardon, Vulcan Materials Company
Mr. Doug DeClusin, Sunland Asphalt	Vice Mayor Jack Sellers, Chandler
Vice President Martin Harvier, Salt River Pima-Maricopa Indian Community	Councilmember David N. Smith, Scottsdale
* Supervisor Clint Hickman, Maricopa County	* Mayor Greg Stanton, Phoenix
# Mr. Charles Huellmantel, Huellmantel and Affiliates	Ms. Karrin Kunasek Taylor, Arizona Strategies, LLC
* Mr. Joseph La Rue, State Transportation Board	Mayor Jerry Weiers, Glendale
	Mayor Sharon Wolcott, Surprise

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair John Giles, Mesa, at 12:00 p.m.

A video on public input opportunities was played.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Giles noted that Mr. Roc Arnett, Mr. Charles Huellmantel, and Mayor Mark Mitchell were participating by teleconference.

Chair Giles noted that at each place was the amendment to the agenda for item #5 that was previously distributed.

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

No requests for public comment were received.

4. Approval of Consent Agenda

Chair Giles stated that agenda items #4A, #4B, and #4C were on the Consent Agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Giles asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mayor Jerry Weiers moved to recommend approval of Consent Agenda items #4A, #4B, and #4C. Mayor Georgia Lord seconded, and the motion passed unanimously.

4A. Approval of the September 21, 2016, Meeting Minutes

The Transportation Policy Committee, by consent, approved the September 21, 2016, meeting minutes.

4B. Report on Project Changes to FY 2016 Projects That Modify the FY 2017-2021 MAG Transportation Improvement Program and 2035 Regional Transportation Plan

An amendment to the Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) was approved on August 31, 2016, by the MAG Regional Council. Due to the approach of the end of the federal fiscal year, the Regional Council also approved additional necessary project changes that are dependent on federal authorization of transportation projects for FY 2016. On September 1, 2016, MAG submitted two project changes, which are included in Table C. This item was on the September 29, 2016, MAG Transportation Review Committee and October 5, 2016, MAG Management Committee agendas for information.

4C. Project Changes - Amendment and Administrative Modification to the Fiscal Year 2017-2021 MAG Transportation Improvement Program, and, as Appropriate, to the 2035 Regional Transportation Plan

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program and, as appropriate, to the 2035 Regional Transportation Plan. The FY 2017-2021 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on June 22, 2016, with the last modification approved at the August 31, 2016, Regional Council meeting and subsequent changes submitted on September 1, 2016. Since then, additional changes and additions to projects in fiscal years 2017 and beyond of the FY 2017-2021 TIP have been requested by member agencies. The project changes were recommended for approval by the MAG Transportation Review Committee on September 29, 2016, and by the MAG Management Committee on October 5, 2016.

5. Regional Freeway and Highway Program - 2016 Rebalancing

Mr. Bob Hazlett, MAG staff, presented a tentative scenario for the 2016 Rebalancing of the Regional Freeway and Highway Program. He noted that this item was on the agenda for possible action to recommend approval of a list of projects to be considered for the Regional Freeway and Highway Program 2016 Rebalancing.

Mr. Hazlett recalled his report to the TPC on September 21, 2016, on two scenarios for addressing an estimated \$787 million ending balance surplus in the Regional Freeway and Highway Program in 2026. He noted that the list of projects being recommended was included in the amendment agenda material as Attachment 5.

Mr. Hazlett said he would speak on how the rebalanced projects would fit in with other Regional Freeway and Highway Program priorities before presenting the tentative scenario. He spoke of the advancement of the Loop 202/South Mountain Freeway from 2022 to 2019 that was presented to the TPC in April 2016. Mr. Hazlett noted that the time savings could result in a group of Regional Freeway and Highway Program projects moving forward. In addition to the four projects presented in April, additional projects, including three traffic interchanges, reconstruction of Interstate 17 and Happy Valley Road, reconstruction of the Interstate 17 and Pinnacle Peak Road, I-10 Fairway Drive interchange in Avondale, and an additional general purpose lane on the Price Freeway from US-60 to Loop 202, could also be advanced in the Regional Freeway and Highway Program timeline. Mr. Hazlett stated that the question is whether the projects are at a stage where they could be advanced.

Mr. Hazlett explained the map he displayed, which was presented at the September 21, 2016, TPC meeting. Locating all potential Regional Freeway and Highway Program construction projects, Mr. Hazlett noted that orange depicted projects under construction, green depicted funded projects, and blue depicted projects that could be rebalanced into the program.

Mr. Hazlett stated that MAG staff has been working with ADOT staff on sequencing. He first discussed Loop 101 in the northern part of the Valley. Mr. Hazlett stated that the Red Mountain Stack to Shea Boulevard has been widened and that the section from I-17 to SR-51 needs to be advanced before widening the rest of Loop 101 through North Phoenix and Scottsdale.

Mr. Hazlett addressed the next project – Loop 101, US-60 to Loop 202 – where capacity is being added to the Price Freeway, but no capacity is being added to Loop 202/Santan. They want to ensure that there are receiving lanes for added traffic.

Mr. Hazlett spoke of the near term improvements strategy for Interstate 10 to add an extra lane from the Pecos Stack, US-60 to Loop 202, and collector/distributor lanes at the Broadway Curve. The other improvement is striping an extra lane between the I-17 Split Interchange and SR-143. They are concerned with the area of I-17 between the Split and the Stack southwest of Sky Harbor Airport because Valley Metro needs to move forward with the South Central light rail extension and they want to ensure the I-17 bridge over Central Avenue is reconstructed to accommodate light rail as it is built.

Mr. Hazlett stated they are also trying to get clarification on completing environmental studies for SR-30 between Loop 202/South Mountain and Loop 303 with the potential Phase I facility in the interim.

Mr. Hazlett pointed out projects on Interstate 17 at Happy Valley Road and at Pinnacle Peak Road. He noted that there is only a single lane bridge each way and this presents safety issues. He noted that safety needs are a priority requiring mitigation at both traffic interchanges.

Mr. Hazlett stated that they are also working on the Fairway Drive interchange on Interstate 10. They are working with the City of Avondale to ensure its Capital Improvement Program to match with the interchange.

Mr. Hazlett stated they have discussed with ADOT starting some studies on the rebalanced projects, which were indicated on the map as DCRs (design concept reports). He explained that DCRs need to be done before design, construction, or right-of-way acquisitions can be done, due to clearances that must be in line with the National Environmental Protection Act (NEPA). Mr. Hazlett noted the projects indicated DCR+ include Loop 303 and Northern Avenue and a frontage road along US-60/Grand Avenue in El Mirage have already started.

Mr. Hazlett stated that MAG staff also discussed with ADOT a solution for Loop 101/Agua Fria, where there is heavy travel demand at 75th Avenue and safety issues at Loop 101 and Interstate 10 where there is no Direct HOV ramp and only single lane ramps to and from the West. He noted that no solution is preset, but that in time, this issue could be addressed.

With this information, Mr. Hazlett stated that initial discussions with ADOT identified how the projects could fit into the FY 2018 to 2022 Transportation Improvement Program and 2040 Regional Transportation Plan, which will be brought to the TPC in mid-2017. He then identified

a timeline how the rebalanced projects would be sequenced. Mr. Hazlett also noted that the slide presented an illustrative sequencing for the rebalancing of projects and that additional effort was still needed to develop the formal sequencing.

Mr. Hazlett stated that there are still questions on some projects due to the environmental process: the widening of Interstate 10 from the Pecos Stack to Riggs Road and Loop 303 in Goodyear that could affect the sequencing in the FY 2018-2022 MAG TIP. He stated that the TPC is requested to recommend approval of the list of projects in the October 14, 2016, transmittal. He indicated that a more formal rebalancing is anticipated in November.

Chair Giles thanked Mr. Hazlett for his report. He said that the Rebalancing reflected significant work and he expressed his appreciation to all who worked on this effort.

Mr. Eric Anderson, MAG Transportation Director, stated that the first step will be working with ADOT engineering and financial management staff to figure out an acceleration program. After this, they will re-examine the cash flow. Mr. Anderson stated that they anticipate moving forward projects incrementally into 2018, 2019 and 2020. He added that working with the cash flow model is not easy and will take time. Mr. Anderson indicated they will work with ADOT to ensure funding is available and when the rebalanced projects could get into the program. He said he wanted everyone to be aware that this needs to be done sequentially.

Chair Giles stated that the proposal today is to go forward with a list of projects and then the focus will shift to work on the cash flow model. He noted that some of the projects are shovel-ready, while some projects have not yet begun the environmental process. Chair Giles stated that the size of a project is also a variable. He stated that once the projects are known, the difficult process for sequencing can begin.

Mr. Dave Berry expressed that he was much in favor of the 2016 Rebalancing and looked forward to what the future holds. He asked if all the agencies involved in this effort were well coordinated in order that the projects are executed according to plan.

Mr. Anderson replied that MAG, ADOT, and Valley Metro are coordinated to a high degree. He spoke of the four rail crossings on Interstate 17 that will be needed. Mr. Anderson stated that the Central Avenue crossing over Interstate 17 is due to be completed by 2023 and the bridge needs work done by 2020. Mr. Anderson stated that the DCRs provided the dimensions of the projects. He said that they would like to start work on the near-term improvements for Interstate 10 and Interstate 17 and the Broadway Curve. Mr. Anderson stated that these are high-demand corridors and they would like to improve them as soon as possible and could be brought forward a couple of years.

Vice Mayor Jack Sellers expressed that he was impressed with the way the input was compiled. He indicated he was very favorable to the approach that had been taken.

Vice Mayor Sellers moved to recommend approval of a list of projects to be considered for the Regional Freeway and Highway Program 2016 Rebalancing. Mayor Georgia Lord seconded.

Chair Giles asked if there was discussion.

Mayor Jerry Weiers expressed his appreciation for the effort to bring forward such a good list of projects that benefit the entire region. He stated that the biggest battles often come when there is money to spend. Mayor Weiers expressed his appreciation to Mr. Smith and Mr. Anderson and staff who incorporated the feedback received to develop the list of projects. Mayor Weiers remarked that the program is in this position now due to being fiscally responsible. He recalled tough decisions that needed to be made to cut projects, but when revenue increased, the projects the voters want can be restored. Mayor Weiers stated that the end result is a great list of projects that will ease congestion, grow jobs, and improve the quality of life for our residents. He said that this demonstrates how regional government should work. Mayor Weiers expressed his support for the list of projects and for the motion. He added that he looked forward to shovels in the ground.

Mr. Dennis Smith recounted that the money became available due to a collaborative effort with ADOT. Mr. Smith acknowledged MAG staff members Chaun Hill and Quinn Castro working with ADOT and the consultants to scrub down the projects. He remarked that this came about because of good teamwork with ADOT.

With no further discussion, the vote on the motion passed unanimously.

6. Update on 2016 Performance Audit, Federal Regulations and Performance Measures and Targets Working Group

Ms. Monique de los Rios-Urban provided an update on MAG's Performance Program Activities. She stated that Fixing America's Surface Transportation (FAST) Act transportation legislation is guided by seven national goals. She said that the Federal Highway Administration (FHWA) has issued a number of proposed and final rules, which contain requirements for States and Metropolitan Planning Organizations (MPO)s to implement measures and targets. Ms. de los Rios-Urban stated that the vision for this legislation is to add transparency and accountability to decision making in transportation. There is a major component of coordination and collaboration between states and MPOs. Ms. de los Rios-Urban stated that FAST rulemaking requires very specific reporting cycles.

Ms. de los Rios-Urban stated that the U.S. Department of Transportation and the Federal Highway Administration (FHWA) have issued final rules for various performance areas. She pointed out three final rules: Highway Safety Improvement Program, Safety Performance, and Statewide and Metropolitan Planning. Ms. de los Rios-Urban noted that the Asset Management and Asset Conditions rules are still in proposed format and soon to be final, while the System Performance and Congestion Mitigation and Air Quality Improvement Program (CMAQ) rules are the most controversial and the proposed final date is not known.

Ms. de los Rios-Urban indicated that the rules can be grouped into four categories: Safety, Planning, Assets, and Congestion. She noted that the Federal Transit Administration also has issued proposed and final rules for transit agencies and operators: the National Transit Safety Plan, the Transit Agency Safety Program, and Transit Asset Management.

Ms. de los Rios-Urban stated that in general terms, the performance measurement requirements are structured in four steps: Metric, Threshold, Measure and Target. Ms. de los Rios-Urban stated that as an example, if we consider the System Congestion proposed Rule, the metrics, thresholds and measures are the components set and prescribed by the FHWA. The only component of this requirement that is set by the states and MPOs are the targets. For example, MAG could decide that its target is to have 80 percent of the system in uncongested conditions. Ms. de los Rios-Urban explained that the proposed rules require states to set targets one year after the rule is final and MPOs to set targets in agreement with the state or set their own within 180 days after that.

Ms. de los Rios-Urban stated that it is important to note that the rules apply to the National Highway System. In our region this includes interstate and non-interstate facilities, including some major arterial facilities. Ms. de los Rios-Urban stated that MAG staff has been working with the Performance Measures and Targets Working Group to explore the application of measures and thresholds, but most importantly, to develop targets for our region. As an example, with a target of 85 percent, the Phoenix-Mesa Interstate System is 67.2 percent reliable and the Phoenix-Mesa Non-Interstate System is 75.7 percent reliable.

Ms. de los Rios-Urban then discussed the 2016 performance audit. She stated that the MAG Regional Transportation Plan is currently undergoing its second State-mandated Performance audit. Ms. de Los Rios-Urban noted that the audit is being conducted by Sjoberg Evashenk, an independent auditing consultant from California, hired by the State Auditor General. Ms. de los Rios-Urban stated that the audit reviews expenditures of the RTP between 2010 and 2015 and examines the performance of the system. The audit is anticipated to be complete before the end of 2016.

Ms. de los Rios-Urban stated that the MAGnitude Dashboard is an interactive tool on the MAG website with a wide array of transportation performance information. It contains system, corridor and segment measures reporting and monitoring on congestion, travel times, delay, planning time index, reliability, etc. Ms. de los Rios-Urban stated that Regional Transportation Plan projects and the work that has been completed are displayed on the website. Ms. de los Rios-Urban said they are currently reporting on the difference in congested conditions between two given years. This material is also located on the Dashboard.

Chair Giles thanked Ms. de los Rios-Urban for her report and asked if there were questions.

Mr. Eric Anderson noted that selecting the right projects funded with federal transportation funds is very important to the federal government. He said as we move through our future transportation planning process, the targets will become more instrumental and critical in project selection. Mr. Anderson stated that we are not ready to have a discussion on target setting yet, but it is coming

and it will be an important part of the planning process. Mr. Anderson stated that these are new requirements and there is a lot of interest nationally. He said that he thought we have the tools and techniques in place, and we just need the final rules before beginning the target setting process.

Mr. Dennis Smith noted that the work of Ms. de los Rios-Urban has been nationally recognized and she is invited to present at national conferences because of her work on transportation performance. Mr. Smith stated that Ms. de Los Rios-Urban has done an outstanding job on this topic. Ms. de Los Rios-Urban was applauded.

7. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

8. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor Weiers noted that the teams that have spring training in Mesa and Glendale are in the playoffs against each other for the World Series. Mayor Weiers proposed a challenge to Chair Giles that the loser would wear the opponent's team shirt to the next TPC meeting.

Chair Giles stated that this was a challenge he accepted. He added that he looked forward to the Indians advancing as well and keeping the momentum going.

Chair Giles announced that the next TPC meeting will be November 30, 2016.

Adjournment

There being no further business, the meeting adjourned at 12:40 p.m.

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Chair

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Secretary